



PART# MP886130-4
2024+ TOYOTA TACOMA
4WD

3"/1" COMPETE LIFT KIT & FRONT DIFF DROP



5 HOUR INSTALL TIME



WARNING



Max Trac Suspension recommends using an 17" x 9" wheel w/ 4.5" back spacing. Any wheel that is wider or has less back spacing "i.e. Deep Dish Wheels" can cause component failure and will void the warranty. Max Trac Suspension also recommends using a 34" x 11.5" tire.

Components	Hardware
(2) 836120 FRONT STRUT SPACERS	(8) M10-1.25 FLANGE NUT
(2) CS836110 FRONT COIL SPACERS	(2) M14-1.5 X 80 HEX CAP SCREW
(2) 836110R REAR COIL SPACERS	(2) M14 FLAT WASHER
(1) 8361DD-D DRIVE SIDE DIFF DROP	(2) M16-1.5 NYLOCK NUT
(1) 8361DD-P PASS SIDE DIFF DROP	(2) M16 FLAT WASHER
(2) 8361DD-D5 ALUMINUM SPACER	

NOTE:

* DOES NOT FIT "TRD PRO" or "TRAIL HUNTER" models.

Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

PRIOR TO INSTALLATION:

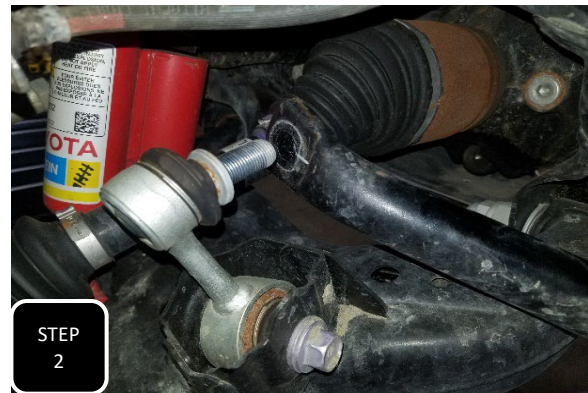
- 1. Factory service manual is recommended to have on hand.**
- 2. Secure and properly block vehicle prior to beginning installation.**
- 3. Always wear safety glasses when using power tools or working under the vehicle**
- 4 Modification to any part will void the warranty associated with that product**

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

UPDATED 6/29/2026



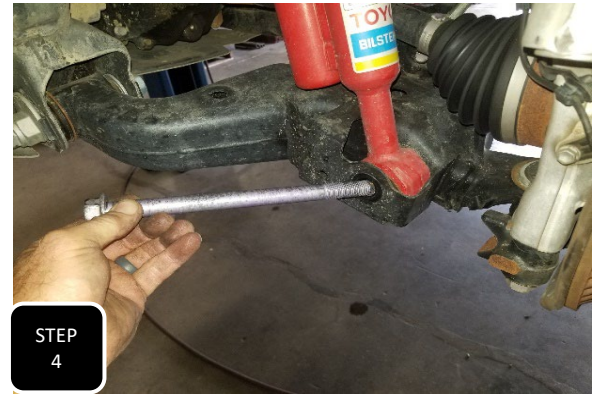
Step 1 Jack up the front of the truck and support under the frame with jack stands.



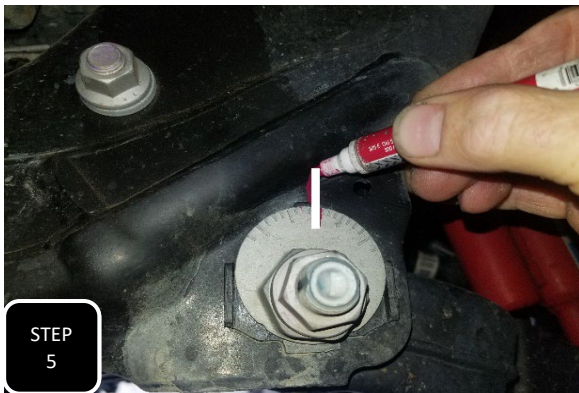
Step 2 Unbolt the sway bar end link from the sway bar and separate. Next, move to the other side and separate that end link too.



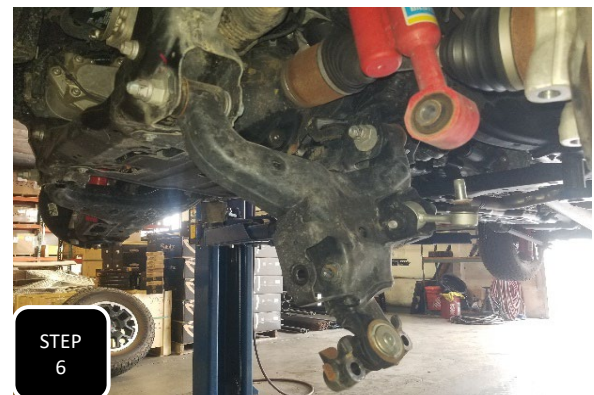
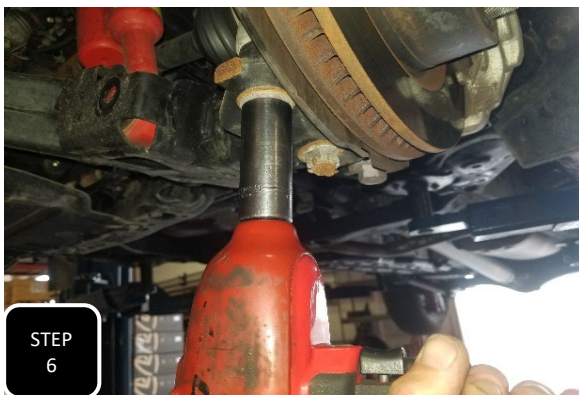
Step 3 Remove the cotter pin at the tie rod and then remove the nut. Next, break the tie rod loose by hitting the side of the spindle, right at the tie rod, with a hammer. This will break the wedge fit and allow you to separate the tie rod.



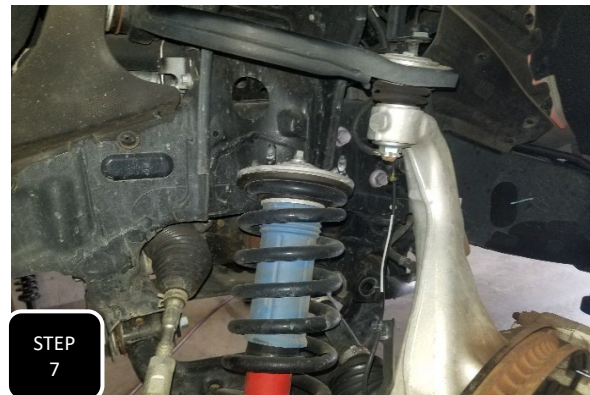
Step 4 Loosen and remove the lower mounting bolt of the strut which runs through the lower control arm.



Step 5 Mark the position of the alignment cams which attach the lower control arms to the frame. Next, loosen both bolts, but "DO NOT" remove them.



Step 6 Remove the two bolts that attach the lower control arm to the steering knuckle and allow the control arm to swing downward.



Step 7 Remove the 4 flange nuts that attach the strut to the frame and remove the strut from the truck.



<--- BLUE MASKING TAPE USED TO MARK ORIENTATION



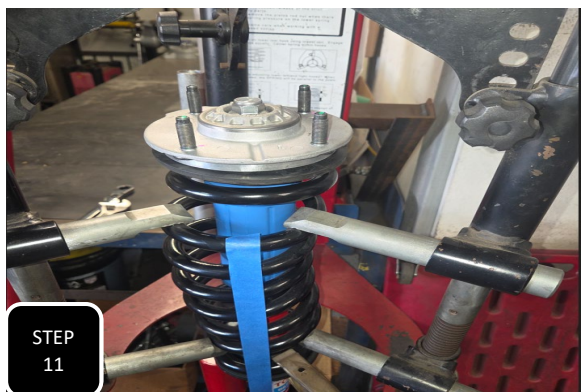
Step 8 The upper 4 bolt strut top pattern is not symmetrical so it's orientation needs to be kept the same with the bottom for proper installation. Mark its orientation for reference, then using a coil/strut compressor, compress the coil and remove the upper nut holding the top on.



Step 9 Remove the strut top from the strut assembly and place upside down on a table top. Next, remove the rubber isolator from the topper.



Step 10 Locate the new coil spring spacer and place it onto the strut top (where the isolator originally was) with the tapered center facing the aluminum surface. Next, re-install the rubber isolator on top of the spacer.



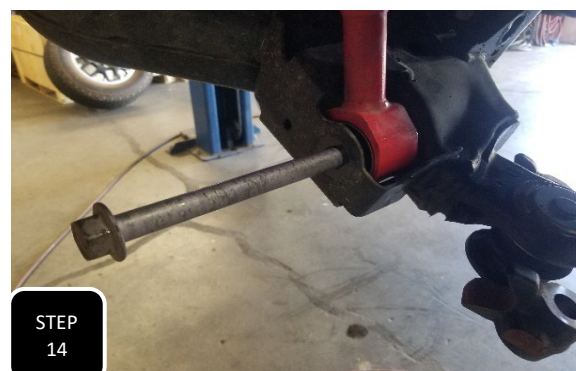
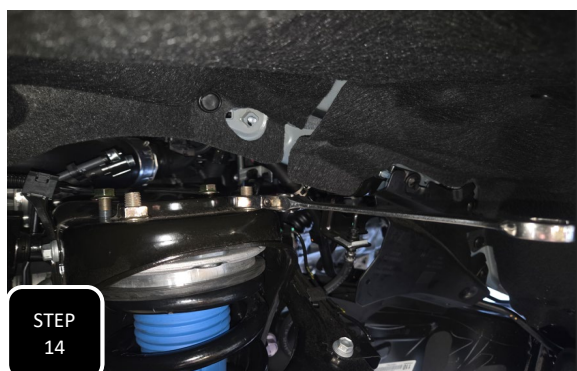
Step 11 Re-install the strut topper back onto the strut. The coil will need to be compressed a little bit more to make room for the spacer, then re-install the mounting nut and tighten. **NOTE: MAKE SURE THAT THE TOP IS IN THE SAME POSITION THAT IT WAS WHEN YOU TOOK IT OFF. LINE IT UP WITH YOUR REFERENCE MARKS.**



Step 12 Remove the assembled strut from the strut compressor and install the strut spacer using the factory flange nuts. **NOTE: THE 4 BOLT PATTERN OF THE STRUT IS NOT SYMETRICAL SO THE SPACER WILL ONLY FIT ON ONE WAY.**



Step 13 The new strut spacer features a rotated bolt pattern and requires the strut orientation to be rotated in order to align back up with the mounts in the truck. Place the strut assembly in a coil/strut compressor, compress the coil, and rotate the strut so that the lower bolt hole is parallel with the part # on the strut spacer top.

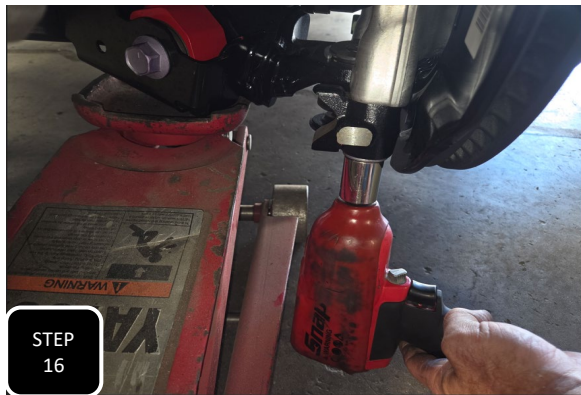


Step 14 Loosely install the strut into the shock tower using the provided flange nuts. Next, swing up the control arm and loosely attach it to the bottom of the strut using the factory bolt. Torque the flange nuts down to 40 ft/lbs. **NOTE: THE LOWER BOLT WILL GET TIGHTENED WHEN THE TRUCK IS BACK TOGETHER AND SITTING AT RIDE HEIGHT.**

MAKE SURE THE REAR TIRES ARE TOUCHING THE GROUND OR THE TRUCK WILL COME OFF OF THE LIFT.



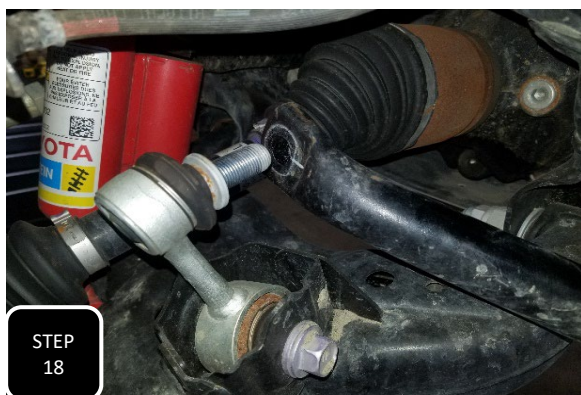
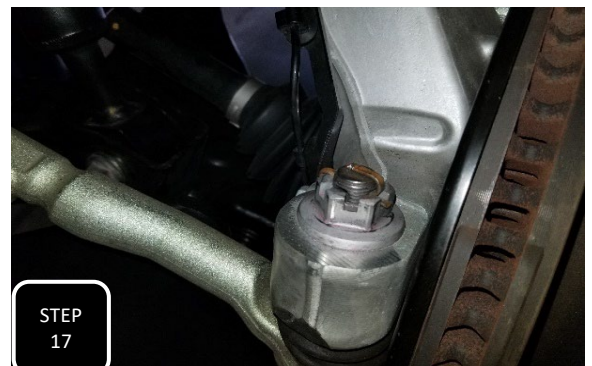
Step 15 Place a floor jack under the lower control arm and jack up a few pumps to get the coil to compress and then stop when the ball joint is lined up with the steering knuckle. Next, loosely install the factory bolts into the spindle making sure not to cross thread.



Step 16 Snug up these bolts and then torque to 200 ft/lbs.



Step 17 Re-attach the tie rod from the bottom-up, using the factory nut and torque to 60 ft/lbs. Next, re-install the factory cotter pin.



Step 18 Lower the truck down to the ground and re-install the sway bar end links using the factory hardware. Torque to 100 ft/lbs. **NOTE: HAVING THE TRUCK ON THE GROUND AT RIDE HEIGHT MAKES INSTALLING THE SWAY BAR END LINKS MUCH EASIER.**

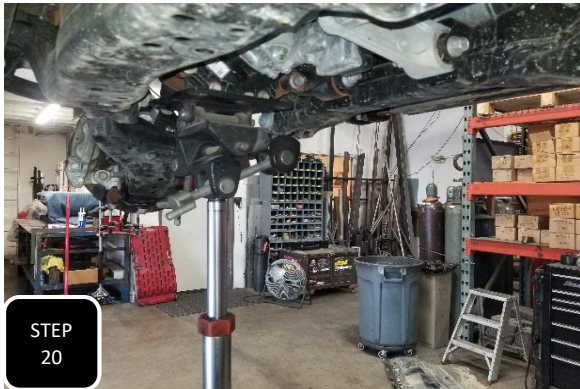




STEP
19

STEP
19

Step 19 Support the skid plate by hand, remove all 4 mounting bolts, and then remove the skid plate.



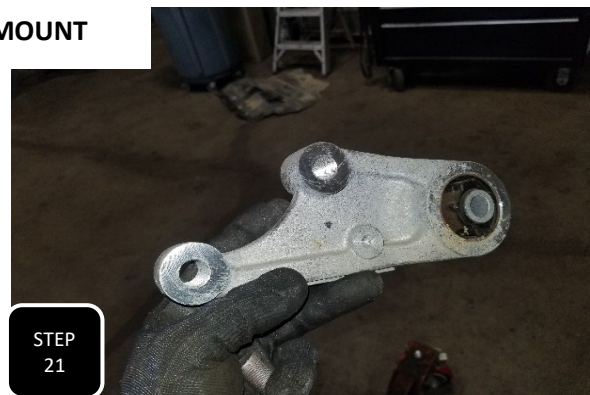
STEP
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STEP
20

Step 20 Using an adjustable jack, support the front diff and begin removing the factory differential mounts at the front of the diff.



PASSENGER SIDE MOUNT



STEP
21

STEP
21

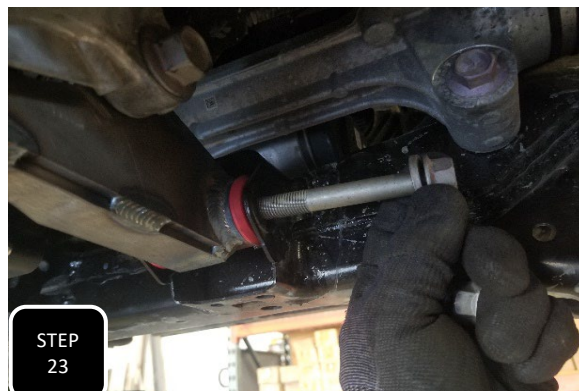
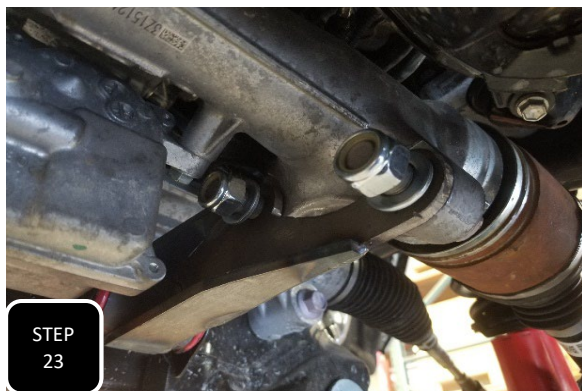
Step 21 Remove the two bolts attaching the mount to the diff and the one bolt attaching the mount to the frame. Next, remove the mount.



DRIVER'S SIDE MOUNT



Step 22 Remove the two bolts attaching the mount to the diff and the one bolt attaching the mount to the frame. Next, remove the mount.



Step 23 Loosely install the new passenger side diff mount using the factory bolts along with the provided nuts/washers at the diff. Next, loosely attach it to the frame using the factory bolt and nut.



Step 24 Loosely install the new driver's side diff mount using the provided bolts/washers and aluminum spacers at the diff. Next, attach the mount to the frame using the factory bolt/nut. Once both mounts have been loosely installed, torque all bolts to 85 ft/lbs.



Step 22 Re-install the factory skid plate using the factory bolts and torque to 20 ft/lbs.

REAR SPACER INSTALL



Step 23 Jack up the rear of the truck and support under the frame rails with jack stands. Keep an adjustable jack under the differential for height adjustment.



Step 24 Apply some pressure to the differential with the jack and then unbolt both rear shocks at the frame and remove the upper bushing.



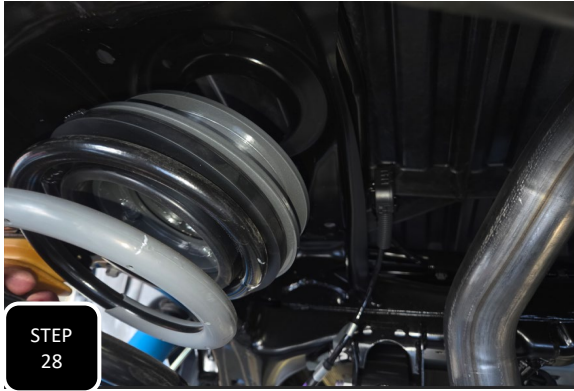
Step 25 Unbolt both sway bar end links from the sway bar on both sides and separate.



Step 26 Lower the axle and remove both coil springs along with the rubber isolators on top of the coils. **NOTE: KEEP AN EYE ON ALL BRAKE AND ABS LINES SO THAT THEY DO NOT GET STRETCHED OR DAMAGED DURING THIS STEP.**



Step 27 Install the spacer on top of the coil with the rubber isolator between the two.



STEP
28

Step 28 Re-install the springs back into the truck and make sure the bottom of the coil indexes properly with the coil seat on the axle.



STEP
29

Step 29 Re-attach both sway bar end links and tighten.



STEP
29



STEP
30



STEP
30

Step 30 Re-attach both shocks and tighten. **NOTE: IF THE REAR COILS ARE TOUGH TO COMPRESS AND THE TRUCK STARTS TO LIFT OFF OF THE CAR LIFT. LOWERING THE TRUCK TO THE GROUND ALLOWS THE WEIGHT OF THE TRUCK TO COMPRESS THE SPRINGS AND MAKE THIS STEP EASIER.**



Step 25 With the truck now on the ground at ride height, torque the lower strut bolts to 80 ft/lbs. Next, drive the truck about 10 feet forward and back to fully settle the suspension then align your cam marks and torque the alignment cams to 150 ft/lbs.

-The headlights should be adjusted after modifying the stance of the vehicle.

-The vehicle's alignment will need to be checked.

-All suspension components should be re-torqued after 500 miles.





RIDE HEIGHT SHEET

*THIS SHEET MUST BE FILLED OUT PRIOR TO CALLING WITH ANY DISCREPENCIES

YEAR _____ MAKE _____ MODEL _____

4WD / 2WD / AWD

MEASUREMENTS

*MOST ACCURATE MEASUREMENT IS FROM THE BOTTOM OF THE RIM, STRAIGHT UP TO THE BOTTOM OF THE FENDER

*TRUE HEIGHT WONT BE ACCURATE UNTIL VEHICAL IS ALIGNED

*THE VEHICLE'S CASTER WILL BE INCREASED OR DECREASED IF ONLY THE FRONT OF THE VEHICLE IS MODIFIED

	BEFORE	AFTER	DIFFERENCE
DRIVER FRONT	_____	_____	_____
DRIVER REAR	_____	_____	_____
PASSENGER FRONT	_____	_____	_____
PASSENGER REAR	_____	_____	_____

LIMITED LIFETIME WARRANTY

Max Trac Suspension makes no warranty, expressed or implied, as to the merchantability, fitness for purpose, description, quality, productiveness, accuracy or any other matter with respect to every product, all such warranties being hereby specifically and expressly disclaimed by Max Trac. Max Trac may offer technical advice or assistance with regard to the products based on laboratory and/or field experience and customer understands and agrees that such advice represents only good faith opinions and does not constitute a warranty or guarantee. The sole and express warranty provided by Max Trac is to warrant that the products sold as listed comply with Max Trac's specification at the date and time of manufacture. Max Trac makes no warranty that such products shall meet such specification at any time after installation of products. Use of such product is specifically not warranted, and Max Trac specifically excludes from this express warranty parts subject to normal wear and tear after one year, finish after one year, damage resulting from failure to follow recommendations in installation manuals, competition or off-road use, and damages caused by aftermarket products. Max Trac's liability and customer's exclusive remedy for any breach of this limited express warranty is limited to repair, replacement, or refund at Max Trac's option and in Max Trac's sole discretion. There are no warranties which extend beyond the description on the face hereof.

Our limited lifetime warranty excludes the following items: bushings, bump stops, ball joints, tie rod ends, rod end/heim joints, and shock absorbers. These parts are subject to immediate wear and tear and are not considered defective when worn. They are warranted for twelve (12) months from the date of purchase only for defects in workmanship.

This Max Trac warranty is void if (1) the vehicle is not aligned after kit installation, (2) proper maintenance is not routinely performed, (3) the Max Trac products are misused or abused in any way in either installation or service, or (4) the products are used in a way that violates federal, state, or local law or regulation in any respect. Max Trac is not responsible for vehicle compatibility with other aftermarket products. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design after product installation.

Max Trac reserves the right to change, modify or cancel this warranty without prior notice.

WARRANTY RETURN

Contact Maxtrac by sending an email with a copy of the original purchase receipt, along with photographs clearly illustrating the failure mode.

1. Upon validating the information provided, Maxtrac will issue a Return Manufacturer Authorization number (RMA#).
2. Return your product to Max Trac Suspension at your expense in order to execute a claim under this warranty.
3. Include the RMA# on the outside of the box. Any returns without the RMA# will be refused.

NON-WARRANTY RETURN & CREDIT POLICY

Your item must be in its original unused and resalable condition to be returned, unless there is a manufacturing defect. You must return the item within 30 days of your purchase. Otherwise, there will be an additional restocking fee.

1. Please contact Max Trac Suspension at (844) 535-1668 to obtain a Return Manufacturer Authorization Number (RMA#).
2. Return your product to Max Trac Suspension at your expense.
3. Include the RMA# on the outside of the box. Any returns without the RMA# will be refused.

Return Exceptions

Merchandise that has been installed, used, or altered may be subject to no credit.

Restocking Fee

All items are subject to a restocking fee based on the condition of the packaging and product.

Max Trac Suspension does not credit shipping and handling. Credit minus applicable restocking fee will be determined and issued within 10 business days of product receipt.

All returns will be credited to your Maxtrac account.



INSTALLATION WARNINGS

READ INSTRUCTIONS AND WARNINGS COMPLETELY PRIOR TO INSTALLATION.

MAXTRAC IS NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY DUE TO IMPROPER INSTALLATION OR MAINTENANCE.

Installer is responsible to insure a safe and controllable vehicle after performing modifications. All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks. Included instructions are recommended guidelines only.

Max Trac Suspension recommends reference to the OE Service Manual corresponding to the model and year of vehicle when either disassembling or assembling factory and related components.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended, causing damage to any vehicle components and parts included in this kit. Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning of installation.

MAXTRAC SUSPENSION DOES NOT ADVISE USING WHEELS WIDER THAN 9" OR WHEELS WITH LESS THAN 4.5" BACKSPACING. DOING SO WILL RESULT IN VOIDING ANY AND ALL MANUFACTURER WARRANTIES

Max Trac Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs.

Move vehicle backwards and forwards a short distance to allow suspension components to settle. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance.

Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes, hoses, and ABS lines for adequate slack at full extension, and adjust as necessary.



ADDITIONAL WARNINGS

WARNING

Max Trac Suspension products should **ONLY** be installed by a certified professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results.

If you need a list of installers in your area, please contact Max Trac Suspension customer service to find one of our authorized dealers. Max Trac Suspension does not warrant work performed by any dealer, installer, or mechanic.

- All lifted vehicles may require additional driveline modifications and/or balancing.
- A Factory Service Manual for your specific Year/ Make / Model should be referenced during installation.
- Use of a vehicle hoist will greatly reduce installation time.
- Speedometer / computer calibration is required if changing +/- from factory tire diameter.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

FAILURE TO PERFORM POST INSTALLATION INSPECTION AND/OR CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and **WILL** affect stability and control. Use caution on turns and when steering. Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle after product installation.

Wheel Alignment/Headlamp Adjustment

It is necessary after installation to have a wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to vehicle alignment, it is necessary to check and adjust vehicle head lamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and / or avoidance systems including, but not limited to, camera-or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

Braking Warning

Generally, braking performance and capabilities are decreased when significantly larger or heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.



SAFETY WARNINGS

SAFETY WARNING

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

- Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. EXTREME CARE must be used to prevent loss of control or vehicle rollover during operation.
- ALWAYS operate your vehicle at reduced speeds and maintain distance between vehicles and obstacles to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to the driver and passengers.
- Driver and passengers must ALWAYS wear seat belts, avoid rapid steering angles and rates and other sudden maneuvers.
- You should NEVER operate your vehicle under the influence of alcohol or drugs.
- Please check all factory components for excessive wear and tear. Please replace worn factory parts before installing any suspension kits. Failure to do so will void any Max Trac warranty.
- Please inspect all wheel bearings and hub bearings for excessive wear and replace worn components before installing suspension kits. These hub and wheel bearings may wear out sooner with installation of larger tires and wheels. MaxTrac does not warranty these factory parts at any time, also using any wheel that MaxTrac does not recommend will void any warranty of MaxTrac components.
- Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.
- It is the responsibility of the retailer and/or the installer to review all state and local laws with the end user of this product related to bumper height laws and the lifting of a vehicle before the purchase and installation of any Max Trac products.
- It is the responsibility of the driver to check the area around the vehicle for obstructions, people, and animals before moving the vehicle.
- All lifted vehicles have increased blind spots. Take note of these prior to operating the vehicle.

DAMAGE, INJURY AND/OR DEATH CAN OCCUR IF ANY OF THE ABOVE WARNINGS ARE NOT FOLLOWED.